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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1A

## INFORMATION REPORT

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PLACE  
ACQUIREDDATE OF  
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(LISTED BELOW)SUPPLEMENT TO  
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CIRCULATE

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1. Antung Airfield closed at 7:52 a.m. Lanchow closed at 12:20 p.m. Nanking opened at 6 a.m. Chungking closed at 7 a.m. and opened at 7:30 a.m.
2. At 10 a.m. YAK-11 Number 01 left Chohsien for Peoting, flying at an altitude of 8,000 feet. Eight MIG-15's left Hsinch'eng for Mukden.
3. Six MIG-15's, which flew from Liut'ing to Hsinch'eng via Taku, were piloted by HSING Hai-fan, Hsiao K'uei-keng (蕭 槐梗), T'AN Tzu-yu (譚 子玉), CHOU Shao-yu (周紹有), WANG Te-yu (王 德玉), and WANG P'ei-yu (王配玉).
4. C-46 Number 8051 flew from Chungking to Moukung (102-22, 31-00), where it dropped supplies, and returned.
5. IL-12 Number 23 made four flights from Hankow Airfield, remaining aloft for a total of 87 minutes.
6. The Chinese Communist 11 Air Division, at Nanking, is being transferred to Hsinch'eng, where it is to be based. On 27 October planes of this division are to leave Nanking for Hsinch'eng via Heuchou and Taku, according to the following schedule:
- a. At 6:30 a.m. IL-12 Number 4, piloted by WU Hung-chih (五洪智).
- b. At 7:30 a.m. two flights totaling eight IL-10's, one YIL-10, and one transport, all of the first battalion of this division, with SHIH (史) and LI Ch'i-shun (李其順) as flight leaders.
- c. At 8 a.m. eight IL-10's, one YIL-10, one transport, and one other plane, all of the second battalion of this division, with NI Chin-sheng (倪金生) as flight leader.
- d. At 8:30 a.m. two flights totaling eight IL-10's and one transport Number 6, all of the third battalion of this division, with LI Shuang-kang (李雙崗) and CHOU Hsueh-kang (周學剛) as flight leaders.
- e. At 9:30 a.m. one YIL-10, piloted by CHANG Shu-lin, (張樹林), and transport Number 8, piloted by CHEN Chih-kuo; both planes of the fourth battalion of

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the fourth battalion of this division.

## 7. Training missions:

- a. Harbin: from 6 a.m. to 4:40 p.m. 7 YAK-12's, with WU Chi-yuan as flight leader; from 6:15 a.m. to 4:45 p.m. 10 YAK-12's.
- b. Machiakou: 10 TU-2's and 3 other planes.
- c. Hailang: seven MIG-15's and three YAK-6's.
- d. Wangkang: 15 YAK-12's.
- e. Wenchun: 10 Type-99 trainers, 4 attack bombers, and one MIG-5.
- f. Lankang: five Type-99 trainers and three twin-engine trainers.
- g. K'aiyuan: some planes of the Chinese Communist 13 Air Regiment, with MENG Li as flight leader.
- h. Antung: 99 MIG-15's.
- i. Tatungkou: 70 MIG-15's and one YAK-11.
- j. Yangts'un: 24 MIG-15's and one YAK-11.
- k. Paoting: three YAK-11's.
- l. T'aiyuan: eight YAK-11's.

## 8. Training missions scheduled for 27 October:

- a. Harbin: seven YAK-11's, with LI Chia-lin as flight leader, flying at altitudes of 1,300 - 5,000 feet; eight YAK-12's, with LUH Ting-liao as flight leader, flying at altitudes of 1,300 - 5,000 feet.
- b. Changchun: one YTB transport, piloted by CHENG Min, to Nungan (125-11, 44-26) and back; then to Mengchiat'un (125-14, 43-50), It'ung, and back to Changchun; then to Fulungch'uan (124-37, 44-23) and back to Changchun, flying at an altitude of 6,500 feet.
- c. Ssup'ingchieh: 38 MIG-15's, with CHI Hung as flight leader, to Changchun and back; then to K'aiyuan, Hsifeng, Fenchiatun, and back to Ssup'ingchieh; then to Kungchuling, Hsian, Changchun and back to Ssup'ingchieh; flying at altitudes of 16,500 - 33,000 feet.
- d. Changchun: two LA-9's and four YAK-11's, with SUNG Lien-ti (宋連弟) as flight leader, flying at altitudes of 1,300 - 10,000 feet.
- e. Mukden: 21 MIG-15's and one YAK-17, with CH'EN Chi as flight leader, to Hsiaopeiho, Fushun, Ying'ou, and back to Mukden at an altitude of 3,600 feet.
- f. K'aiyuan: one YAK-12 of the Chinese Communist 15 Air Regiment to T'iehling (123-51, 42-18) and back, flying at an altitude of 2,500 feet; 21 planes and 3 YIL-10's of the Chinese Communist 15 Air Regiment, with MA Chieh-shan as flight leader, on a bombing and gunnery training mission to Lichiat'ai (124-41, 42-24), Nanch'engtzu (124-20, 42-43), and back to K'aiyuan, flying at an altitude of 3,500 feet.
- g. Anshan: 55 MIG-15's, with CHIN Hsi-Ching (金希經) as flight leader.

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- h. Antung: 24 MIG-15's, with LIN Hua (林華) as flight leader; also 3 YAK-11's.
- i. Chinchou: six YAK-11's.
- j. Paoting: five YAK-11's at altitudes of 1,600 - 8,000 feet.
- 9. At 4:10 p.m. one transport left Changchun for Mukden.
- 10. Mukden flights:
  - a. At 6 a.m. civil transport Number 01, piloted by PANG Te-li, left for Peiping, where it arrived at 9:29 a.m.
  - b. At 6:30 a.m. civil transport Number 04, piloted by CHI Liu-hsin, left for Chita, where it arrived at 3:15 p.m.
- 11. At 8 a.m. transport Number 7658 left Antung for Peiping via Mukden.
- 12. Peiping flights:
  - a. At 7:30 a.m. IL-12 Number 8, piloted by YANG Fu-chen, left for Tahushan via Hsinch'eng and Liaoyang. It arrived at Hsinch'eng at 8:09 a.m., at Liaoyang at 10:12 a.m., and at Tahushan at 2:51 p.m.
  - b. At 7:35 a.m. C-46 Number 8006 left for Nanking via K'aifeng. It arrived at K'aifeng at 9:40 a.m. and at Nanking at 5 p.m.
  - c. At 8:18 a.m. one transport left for Mukden.
  - d. At 9:11 a.m. civil transport Number 6403 left for Anshan, where it arrived at 12:04 p.m.
  - e. At 10:38 a.m. C-46 Number 8011 left for Hsinching via K'aifeng and Hangkow.
- 13. One civil transport left Tientsin at 10:10 a.m. for Chohsien.
- 14. IL-12 Number 39 left Hsinch'eng at 12:59 p.m. for Mukden, where it arrived at 2:51 p.m.
- 15. IL-12 Number 39, piloted by PAI Pao-kang, left Liut'ing at 8 a.m. for Hsinch'eng via Taku. It arrived at Taku at 10:48 a.m.
- 16. Chungking flights:
  - a. At 9:31 a.m. one transport left for Chani.
  - b. At 10:42 a.m. civil transport Number 103 left for Chani.
- 17. Flights scheduled for 27 October:
  - a. Chita: one civil transport, piloted by I-chi-kuo-li-fu (依擊鄧力夫), to leave for Mukden; at 6:30 a.m. civil transport Number 04, piloted by CHI Liu-hsin, to leave for Mukden.
  - b. Hailar: IL-12 Number 25, piloted by CHAO Hsing (趙興), to leave at 6 a.m. for Peiping via Mukden, flying at an altitude of 9,000 feet.
  - c. Mukden: at 7 a.m. civil transport Number 2, piloted by Lieh-wa-niu-ke, to leave for Antung, flying at an altitude of 8,000 feet; civil transport

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Number 27, piloted by Ch'u-ma-ch'in-k'o (楚馬琴克), to leave for Antung at 8 a.m., flying at an altitude of 8,000 feet; transport Number 8328, piloted by CHIANG Shan, to leave for Peiping at 8 a.m., flying at an altitude of 10,000 feet; IL-12 Number 39, piloted by PAI Pao-kang, to leave for Peiping at 8:30 a.m., flying at an altitude of 7,000 feet.

- d. Antung: civil transport Number 11, piloted by Pa-la-ta-chin (巴拉達金), to leave at 8 a.m. and to arrive in Changchun at 10 a.m.; one transport, piloted by Ma-fu-lo-fu-ssu-chi, to leave for Port Arthur at 8 a.m. and to arrive there at 11 a.m.
- e. Paoting: LA-9 Number 15, piloted by SHA Ch'ih (沙持) to leave at 3 p.m. for Chohsien.

- 25X1A 1. [REDACTED] stated that "Nanking" may be a mistake for "Tsinan". However, if the projected flights were to begin from Tsinan instead of Nanking, the stated flight route would appear unusually circuitous. This confusion tends to cast doubt on the accuracy of all place names in this paragraph.